

**Report Date:** 03 Nov 2014

**Summary Report for Individual Task  
011-217-1074  
Respond to Engine Failure at Cruise Flight  
Status: Approved**

---

**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD5** - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

**Condition:** In a Mi-17 helicopter with an IP at one set of the flight controls. This task should not be trained in MOPP 4.

**Standard:** 1. Identify the emergency, determine the appropriate corrective action, and perform, from memory, all immediate action procedures IAW the flight manual/CL.

2. Adjust the collective to maintain rotor within limits.

3. Maintain airspeed between maximum and minimum autorotation glide speed.

4. Verify that the emergency procedure has been correctly accomplished IAW the flight manual/CL.

5. Select a suitable landing area.

**Special Condition:** NIGHT OR NIGHT VISION GOGGLE CONSIDERATIONS: Take special precautions to identify the correct switches/levers when performing emergency procedures at night or while wearing NVG. **TRAINING AND EVALUATION REQUIREMENTS:** Training and evaluation of this maneuver may include the simulated introduction of an engine failure by reducing one engine to ground idle.

**Safety Risk:** Medium

**MOPP 4:** Never

Task Statements
-----------------

**Cue:** None

**DANGER**

None

**WARNING**

None

**CAUTION**

None

**Remarks:** None

**Notes:** None

## Performance Steps

### 1. Crew actions:

a. The IP initiates the maneuver. If in the left seat the IP may simulate the failure by decreasing the ECL on one engine. If in the right seat the IP may direct the pilot in the left seat to decrease an ECL to simulate an engine failure.

b. The P\* will perform, or direct the P/FE to perform, the immediate action steps (underlined> in the Mi-17 CL.

c. The P/FE will perform as directed or briefed. The P/FE will monitor cockpit instruments to warn the P\* prior to exceeding any aircraft limitations. The P/FE will verify each emergency check with the Mi-17 CL. The P/FE will simulate requesting appropriate emergency assistance (simulated) as required.

d. The NCM will prepare the passengers for an emergency landing, ensuring passengers' seatbelts are fastened and cargo is secured.

(1) During the descent, the NCM will assist in clearing the aircraft.

(2) After landing, the NCM will assist in evacuating the passengers to the designated assembly area. If normal exits cannot be used, the NCM will use the nearest emergency exit to expedite the evacuation.

(3) After accounting for all crewmembers and passengers, the NCM will assist the other crewmembers in any follow-on action (fire fighting, first aid, emergency signaling, or survival equipment).

2. Procedures. The IP will announce "simulated engine failure." Upon detecting and verifying a "simulated" engine failure, the P\* will immediately evaluate and determine if continued flight is possible. He or she will then perform the emergency procedure IAW the Mi-17 CL and advise crewmembers of intentions. Complete a landing as appropriate per direction of the IP.

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:** Evaluation will be conducted in the aircraft or a Mi-17 FS.

**Evaluation Preparation:** Training will be conducted in the aircraft or a Mi-17 FS.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Identified the emergency, determined the appropriate corrective action, and performed, from memory, all immediate action procedures IAW the flight manual/CL.			
2. Adjusted the collective to maintain rotor within limits.			
3. Maintained airspeed between maximum and minimum autorotation glide speed.			
4. Verified that the emergency procedure has been correctly accomplished IAW the flight manual/CL.			
5. Selected a suitable landing area.			

**Supporting Reference(s):** None

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed

during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None